

ATTACHMENT “1”

KC-10 Technical Requirements Document

Acronyms

ACO - Administrative Contracting Officer

AD - FAA Airworthiness Directive

ADEPT - Aircraft Data Engine Performance Trending; a General Electric Company program

AFI - Air Force Instruction(s)

AFJI - Air Force Joint Instruction

AFM - Air Force Manual

AFR - Air Force Regulation

AFTO - Air Force Technical Order

AGE - Aerospace Ground Equipment

AMC - Air Mobility Command; KC-10 owning command

APP - Appendix(s)

APU - Auxiliary Power Unit

ARB - Aerial Refueling Boom

ATA - Air Transport Association

ATCH - Attachment

AWM - Awaiting Maintenance

AWP - Awaiting Parts

CANNS - Cannibalization Actions

CFSR - Contractor Field Service Representative

CLS - Contractor Logistics Support

COMBS - Contractor Operated and Maintained Base Supply

CSA - Configuration Status Accounting

CSD - Constant Speed Drive

DCMC - Defense Contract Management Command

DOD - Department Of Defense

DRMO - Defense Reutilization Management Office

DV - Distinguished Visitor

ECM - Engine Condition Monitoring

EGT - Exhaust Gas Temperature

ESK - Enroute Spares Kit

FAA - Federal Aviation Administration

FAR - Federal Aviation Regulation

FAR - Federal Acquisition Regulation

FCF - Functional Check Flight

FMC - Full Mission Capable

FOD - Foreign Object Damage

FOL - Forward Operating Location

GE - General Electric Company

GFE - Government Furnished Equipment

GS - General Schedule

HPT - High Pressure Turbine

IATA - International Air Transport Authority

IAW - In Accordance With

IFR - Item Failure Report

LG - Logistics Group

LGC - Logistics Group Commander

LRU - Line Replaceable Unit

LSC - Logistics Support Contractor

MC - Mission Capable

MEL - Minimum Equipment List

MOB - Main Operating Base

MOU - Memorandum Of Understanding

MSG - Message/ Maintenance Steering Group

MSK - Mission Support Kit

MTBF - Mean Time Between Failure

NMC - Not Mission Capable

NMCB - Not Mission Capable Both (Maintenance and Supply)

NMCM - Not Mission Capable Maintenance

NMCS - Not Mission Capable Supply

OC-ALC - Oklahoma City Air Logistics Center

OC-ALC/LKK - Oklahoma City Air Logistics Center KC-10 Program Manager

OC-ALC/LKRRK - Oklahoma City Air Logistics Center KC-10 Engineering

OEM - Original Equipment Manufacturer

OG - Operations Group

OGC - Operations Group Commander

OJT - On-The-Job-Training

PCO - Procurement Contracting Officer

PMC - Partial Mission Capable

PMCB - Partial Mission Capable Both (Maintenance and Supply)

PMCM - Partial Mission Capable Maintenance

PMCS - Partial Mission Capable Supply

PMR - Program Management Review

QEC - Quick Engine Change

R & M - Reliability and Maintainability

REMIS - Reliability and Maintainability Information System

SARB - Service Action Review Board

SE - Support Equipment

SPM - System Program Manager

TACC - Tanker Aircraft Control Center

TMO - Transportation Management Office

TNMCM - Total Not Mission Capable Maintenance

TNMCS - Total Not Mission Capable Supply

TO - Technical Order

TODO - Technical Order Distribution Office

TRD - Technical Requirements Document

TSCP - Twin Spool Compressor Power

UARRSI - Universal Aerial Refueling Receptacle Slip Way Installation

VI - Volume I

WARP - Wing Aerial Refueling Pods

KC-10
Technical Requirements Document

Terms

Acceleration - Accomplish the full peacetime work specifications, increasing production by extending the work week and/or redistributing the labor force, i. e. complete all check items as soon as possible.

Administrative Contracting Officer (ACO)- The individual responsible for overall administration of the contract.

Aircraft Data Engine Performance (ADEP)-conditioning monitoring system developed and maintained by General Electric Company.

Aircraft Maintenance- For the purpose of this Technical Requirement Document aircraft maintenance is defined as organizational (on-aircraft), intermediate (off-aircraft), or depot (heavy) maintenance.

Air Force Warranty Credit- Moneys granted the contractor for repair, modification, or, maintenance by a vendor, subcontractor, or field team that should and is expected to be passed on to the Air Force.

Authorization; flying hours- Flying hours granted and funded by the owning command; generally for a particular fiscal year.

Basic Support Equipment (BSE)- The term for support equipment 'common' to the KC-10 and commercial equivalent the DC-10-30 convertible freighter.

Bench Stock - Expendable items which are not inventoried on an individual basis, but are bought in bulk when a reorder level is reached.

C-Check- A composite schedule of aircraft maintenance (look and fix phase) tasks, performed at established calendar intervals and at locations other than the Main Operating Bases (MOBs). Requires up to nine days in the possession of the accomplishing facility.

Cannibalization- The removal of a component/part from one aircraft, or aircraft component to render another aircraft, or aircraft component serviceable.

'Closed Loop'- For the purposes of the TRD a supply system that does not share its parts, components and support equipment with the commercial, or any other supply system.

Common Support Equipment- DC-10-30CF common support equipment, which is maintained and controlled by the contractor for use at the MOB. Although government

owned, it is not to be confused with Government Furnished Support Equipment (GFSE). See also basic KC-10 Support Equipment.

Compression- Close up of aircraft in heavy maintenance, or during C-Check in progress with no requirement to complete routine, or non-routine items. All safety of flight and mission essential items completed as soon as possible.

Consequential Damage- (Secondary Damage)- Damage caused to a secondary system caused by a primary system, considering that there is no other liability involved.

Consumable Items- Items consumed in the course of maintaining, or operating an aircraft, i. e. fuel, oil, fluids, etc..

Contract Funds Status- An accounting of funds expended/remaining in a particular contract line item.

Contractor Operated and Maintained Base Supply (COMBS)- A government owned facility/facilities at each MOB used by the contractor to perform logistics tasks. This facility/facilities are maintained by the government civil engineering group. Daily house keeping and facility manager functions are to be performed by the contractor.

Critical Alloy, Precious and Scrap metals- Metals of extraordinary value, or that have an environmental impact ,scrapped, or disposed of by the contractor in the course of doing business at a MOB.

Deferred Inspection Work Card- Inspection cards having scheduled inspection requirements deferred/delayed for another organization to accomplish.

Deferred Maintenance- Maintenance task deferred/delayed for another organization to accomplish.

Deployment/Mobility Contingencies- KC-10 missions that require the aircraft to be deployed away from the MOB, generally for actual mission requirements, or for exercise.

Depot Level Maintenance- For the purposes of this TRD, depot level maintenance would include heavy inspections such as the C-Check, full paint, heavy maintenance, possibly drop-in maintenance and major modifications for the aircraft/specific systems and subsystems such as engines, booms, APUs, etc..

Depot Level Maintenance Facility- An FAA certified industrial type facility established to perform depot level maintenance as defined by this TRD.

Discrepant Parts- Parts, regardless of type, that are unserviceable to the functioning of an aircraft, system, or subsystem.

Engine Overhaul Facility- An FAA certified industrial type facility established to perform major engine overhaul, modification, or maintenance.

Enroute Spares Kit(s) (ESK)- A predetermined composite of parts, benchstocks, and support equipment items within the COMBS stores which are tailored and assembled for deployment with aircraft for logistics support away from the MOB. Kits were procured; one for every four KC-10 assigned to a particular MOB.

Exhibited- For the purposes of this TRD, exhibit is used to describe parts and support equipment procured by the government and turned over to the contractor for support of the KC-10.

Field Grade Officer- For the purposes of this TRD; a civilian rank that is nearest in pay grade to the military rank of Major through Colonel.

Field Level Facility- For the purposes of this TRD, field level facility, or facilities most often found in the KC-10's many areas of activity. This is generally not a contractor facility and very well may be at one of the two MOBs.

Flight Crew Preflight Inspection- The inspection, sometimes referred to as the flight crew's walk around, that is performed by a designated member of the flight crew prior to flight.

Fly Away- Within the confines of the TRD, fly away has two meanings. Firstly, it is associated with accepting something such as the aircraft coming out of C-Check. Also, the term means sometimes is associated with an item that can be loaded aboard an aircraft and flown away.

Follow-On-Contractor- Generally associated with a contractor that accepts the contract from the incumbent contractor.

Fully Mission Capable (FMC)- The logistics term used to describe an aircraft capable of performing all of its peace time, deployment and wartime missions.

Functional Test Flight (FCF)- A test flight, performed by Air Force crews, generally required by Air Force directives and performed after major maintenance/modification.

Increased Accommodation Unit (IAU)- Palletized passenger seating, comfort and safety equipment required to increased KC-10 passenger accommodations from 20 to 75 personnel. These units were procured in quantities of one unit for every two aircraft assigned to a particular MOB.

Incumbent Contract- The contractor who currently has the KC-10 Logistics Support Contract.

In Flight Monitoring- Also known as couponing and is most often associated with accumulating data on engine performance parameters during flight to monitor

the health of a KC-10 engine(s).

Informal Classroom- Generally in a classroom, but without the formality of visual aids, handouts, etc..

Inspection Card Requirements- Inspection/check requirements driven by the aircraft manufacturer and certain Original Equipment Manufacturers to look for system and subsystem abnormalities.

Inspect, or Check- An examination/inspection of an item to determine its condition/ proper installation.

Insurance Item- A high priced aircraft component, large, or with long lead times for repair/manufacturing, such as landing gears, major flight controls, etc..

‘In Tank’- Use to describe maintenance, inspection, or repair inside a integral fuel tank, or fuel cell.

Intermediate Level Maintenance- That level of maintenance that requires a shop environment , but not as involved as depot level repair, or maintenance.

Logistics Support Contractor- The commercial, or industrial maintenance contractor awarded the tasks outlined in this TRD.

Maintenance Data Collection- A computer based system to collect data regarding aircraft and part(s) status. Normally associated with the owning unit’s GO-81 computer program(s).

Maintenance Debriefing- A term used to describe the formal session where upon maintenance technicians debrief flight crews immediately after returning from flight.

Maintenance Steering Group (MSG)- An annual meeting, chaired by the KC-10 System Program Manager to address specific KC-10 maintainability issues. Much of its agenda is dedicated to scheduled inspection issues.

Memorandum Of Understanding (MOU)- An agreement, for the purposes of this TRD, that is drawn up and agreed to by the MOB Logistics Group and the incumbent contractor representative.

Minimum Equipment List (MEL)- A listing of systems and subsystems used by flight crews to determine the safety of dispatching and flying aircraft without the benefit of certain systems and subsystems being fully functional.

Mission Capable (MC)- The logistics status of an aircraft that identifies the condition that allows the aircraft to perform at least one of its assigned missions.

Mission Support Kit(s) (MSK)- A predetermined composite of spares items that are not

part of the shelved stores, prepackaged and assembled to support deployed aircraft. There are five MSKs for the entire KC-10 fleet.

Modification- A change in the physical configuration, or in the functional characteristics of an aircraft, system, or component.

Non-Exhibited- Associated with parts, benchstocks, consumables and equipment not part of the original items procured by the government to support KC-10 logistics and operational use.

Non-Reparable- KC-10 associated parts, equipment and components that are beyond repair, or too costly to repair.

Non-Routine- Task cards written by the contractor to correct defects found as a result of the routine inspection (see also inspection card requirements) will be charged as non-routine. Only the actual task being performed by the leadman/repairman/worker and subsequent inspection task will be charged to non-routine.

Oklahoma Air Logistics Center (OK-ALC)- The government agency with program management responsibility for the KC-10 Logistics Support Contract.

Oil Analysis Program- A program/system, supported by intervals of oil sampling to assess internal wear and the health of a particular system, normally the engine systems and subsystems.

Operational (Mission) Reliability- The percent probability of completing a mission without a critical failure, or loss of a mission event including ground and air aborts.

Operator's Stock- Bits and pieces of hardware available at the COMBS to install modification kits if these kits do not contain all required installation materials. Normally associated with nuts, bolts, screws, safety wire and the like.

On-The-Job (OJT) Training- Formal and informal training to qualify and keep an individual qualified to complete a task, or maintain a certain level of proficiency.

Peculiar Support Equipment - KC-10 peculiar support equipment which is maintained and controlled by the contractor COMBS for use in maintaining peculiar KC-10 systems and subsystems at the MOB and other KC-10 maintenance facilities.

Procuring Contracting Officer (PCO)- The individual authorized to enter into contracts for supplies and services on behalf of the government by formal advertising, competition, or negotiations.

Program Management Review (PMR)- An annual meeting, chaired by the KC-10 System Program Manager (SPM) to address management, operational and logistics issues.

Provisioning Conference- An annual meeting, chaired by the contractor, or KC-10 SPM to resolve procurement issues that have accumulated within the previous calendar year.

Reparable- An unserviceable item that can be repaired and restored to a serviceable condition.

Service Action(s)- Service action is a generic term for documents related to the KC-10 system which may result in changes to the existing KC-10 system configuration. Air Force Service Action Review Boards (SARBs) approval for incorporation of the service action may result in a TCTO, or a contract change to incorporate an additional maintenance action being issued. Service actions may come in the form of commercial Airworthiness Directives (ADs), Alert Service Bulletins (ASBs), Service Bulletins (SBs), All Operators Letters (AOLs), or Service Letters (SLs).

Real Property Management- An individual appointed to be a facility custodian and is the focal point for a particular facility in dealing with the Civil Engineering Authority.

Serviceable- Capable of meeting the requirement and performing the functions for which it was designed, or modified and meets all test requirements established by a work specification.

Special Purpose Vehicles- Vehicles normally associated with carrying passengers, cargo, etc..

Supply Support Effectiveness- A logistics status coding that delineates the status of aircraft.

System Program Manager (SPM)- An Air Logistics Center (ALC) activities actively involved in management of a particular aircraft weapons system.

Tank Entry Tasks- Meaning work, troubleshooting, or maintenance inside a fuel tank, or fuel cell.

Teardown Deficiency Report- A written report as to the condition and status of a piece of equipment, or parts, normally accomplished by a vendor, or OEM.

Technical Order (TO)- An official Air Force Publication that prescribes procedures for operating and maintaining Air Force systems/aircraft/equipment.

Time Compliance Technical Order (TCTO)- An action requirement specified by a TO sets completion of required action(s) within a stated time period, or by an 'as of date'.

Transportation Management Office (TMO)- An owning wing agency responsible for military shipment of items through military channels.

Unit Recovery Team- An owning wing's team that might be assembled in case of need to recover an aircraft that has been subject to crash/battle damage.

Using Command- Also referred to in the TRD as the owing command. The using command for the KC-10 is the Air Mobility Command (AMC).

Utilization- Normally associated with the number of flying hours an aircraft is used, or planned to be used, by day, by month, or annually.

War Zones- Area in which the KC-10 operates in support of missions the Air Staff decides is need to protect national interest. Need not be associated with a formal declaration of war.

Wing Mounted Pods- Components install on both KC-10 wings to add refueling capability.

World Wide Support- Literally logistics support needed for the KC-10 any place in the world.

